

MICHIGAN AERONAUTICS COMMISSION

Minutes of Meeting

Lansing, Michigan

May 28, 2008

Pursuant to Section 31 of Act 327 of the Public Acts of 1945, the Commissioners of the Michigan Aeronautics Commission (MAC), created by said act, met in the Michigan Aeronautics Auditorium on Wednesday, May 28, 2008, commencing at the hour of approximately 10:00 a.m.

Members Present

Joyce Woods, Chair
Sidney Adams, Jr., Vice Chair
James Collins, Commissioner
J. William Prochazka, Commissioner
Leon Hank, Designee - MDOT
Dennis Fedewa, Designee – MDNR
Robert Johnston, Designee – DMVA
Rob Abent, MAC Commission Director

Members Absent

Terry Everman, Commissioner
Daniel Atkinson, Designee - MSP

Staff

Barbara Burris, Executive Division
Rick Hammond, Airports Division
David Baker, Airports Division
Pauline Misjak, Aviation Services
Gerry Edwards, Aviation Services
Mark Noel, Airports Division
Stuart Lindsay, MDOT Planning

Also Present

F/Lt. Vernon Reidsma, MSP
David Brickey, Designated House Counsel
Bill Blake, AOPA Regional Representative
Brian Picardit, Gerald R. Ford International
Larry Bowron, W.K. Kellogg
John Strehl, Antrim County
Kent Maurer, Jackson County
Jon Bayless, Abrams Municipal
Karl Randall, Pontiac
Lee Scherwitz, SW MI Regional
Dan Otto, Capital Region International

A list of all others present is attached to the official minutes.

I. OPENING REMARKS

The May 28, 2008, Aeronautics Commission meeting was called to order by Chair Joyce Woods at 10:05 a.m. She welcomed the many airport managers and others assembled.

For the record, she welcomed back Commissioner Prochazka, following an extended absence, and noted the absence of Commissioners Everman and Atkinson. She welcomed F/Lt. Vernon Reidsma, sitting in for Captain Atkinson, and Assistant Attorney General David Brickey, appearing on behalf of House Counsel Pat Isom.

II. COMMISSION BUSINESS**A. Minutes of March 27, 2008**

The Chair entertained a motion to approve Exhibit A, consisting of two items; the minutes of the joint meeting with the State Transportation Commission and the regular meeting of the MAC held March 27, 2008, pending correction and/or change.

It was moved by Commissioner Adams, with support from Commissioner Collins, to approve the minutes of the two meetings, as transcribed. The MOTION CARRIED.

The Chairman called on Airports Funding Manager Dave Baker to present the 30 airport improvement projects pending Commission approval.

Mr. Baker advised that the Capital Outlay budget is still awaiting approval from the Michigan Legislature; therefore, even though federal money has been allocated, the state does not have authorization to spend the money. All projects funded with 2008 moneys will be held in abeyance until the Capital Outlay bill is approved.

B. Federal/State/Local Projects

Airport Name & Associated City/County	Project Description	Federal \$	State \$	Local \$	Total \$
Padgham Field Allegan	Aeronautical survey for new approaches	38,000	1,000	1,000	40,000
W.K. Kellogg Battle Creek	Construction of Operations/Maintenance Facility	3,298,240	86,796	4,614,964	8,000,000
W.K. Kellogg Battle Creek	Land acquisition consultant costs for new parallel runway	24,000	5,250	750	30,000
James Clements Bay City	Design of new seaplane base	30,875	812	813	32,500

Airport Name & Associated City/County	Project Description	Federal \$	State \$	Local \$	Total \$
Beaver Island Beaver Island	Land Acquisition & approach clearing for parcel 6	240,000	52,500	7,500	300,000
Antrim County Bellaire	Snow Removal Equipment	111,240	2,927	2,928	117,095
Tuscola Area Caro	Airport Layout Plan, incl. aerial photography, environmental overview & wetland delineation	93,575	2,462	2,463	98,500
Charlevoix Municipal Charlevoix	Building demolition for parcels 15 & 20	237,500	6,250	6,250	250,000
Cheboygan County Cheboygan	Utility relocation & approach clearing for Rwy 34	45,639	9,984	1,426	57,049
Clare Municipal Clare	Update Exhibit A property map	20,000	4,375	625	25,000
Detroit Metro-Wayne Cnty Detroit	Reconstruction of Taxiway K	1,000,000	0	333,333	1,333,333
Detroit Metro-Wayne Cnty	De-icing fluid force main to DWSD, Phase I	3,800,000	0	1,266,667	5,066,667
Oceana County Hart-Shelby	Crack sealing; paint marking; AWOS	150,000	32,812	4,688	187,500
Ford Iron Mountain	ALP update; design of east GA apron rehab; design of SE hangar area; energy assessment for commercial service terminal	111,240	2,927	2,928	117,095
Jackson County-Reynolds Jackson	Supplemental transfer for Rwy 14/32 extension, Phase II	1,157,500	30,461	30,460	1,218,421
Dupont-Lapeer Lapeer	Additional land acquisition costs for parcels E7, E8, E9 & E11	111,240	2,927	2,928	117,095
Schoolcraft County Manistique	Design of SRE building	20,800	4,550	650	26,000
Sawyer International Marquette	Hangar improvements for 600 & 400 series (2008 Military Airport Program)	3,747,500	98,618	98,619	3,944,737
Mason-Jewett Mason	Design of apron rehabilitation	10,400	2,275	325	13,000
Mt. Pleasant Municipal Mt. Pleasant	Terminal area security fencing	111,240	2,927	2,928	117,095
Oscoda-Wurtsmith Oscoda	Crack sealing	80,000	17,500	2,500	100,000
Owosso Community Owosso	Additional land acquisition costs for parcels E60 & E61, SRE; plow truck	138,739	3,651	3,651	146,041
Pellston Regional Pellston	Land acquisition reimbursement (parcel 38) Phase III	416,575	10,962	10,963	438,500
Canton-Plymouth-Mettetal	Easement acquisition for Rwy 18	206,701	60,216	6,459	273,376

Airport Name & Associated City/County	Project Description	Federal \$	State \$	Local \$	Total \$
Plymouth	approach; paint marking; crack sealing; MDEQ permit & SWPPP				
St. Clair Cnty Intl Port Huron	Master Plan – Phase I	46,550	1,225	1,225	49,000
St. Clair Cnty Intl Port Huron	Approach clearing; paint marking; crack sealing	80,277	2,112	2,113	84,502
Sandusky City Sandusky	Crack sealing; paint marking	19,200	4,200	600	24,000
South Haven Area Regional South Haven	Crack sealing	12,000	2,625	375	15,000
Paul C. Miller Sparta	Land acquisition, parcels E15-E27 & E107; obstruction removal	269,905	7,103	7,103	284,111
West Branch Community West Branch	Runway 9 RSA grading, stream relocation & access road; crack sealing	194,400	42,525	6,075	243,000
Totals		15,823,336	501,972	6,423,309	22,748,617

The Chair opened the floor for questions and/or comments on the projects presented. With respect to the project at Bay City, she observed that in 1913, a Wright flyer had flown a hydroplane from Dayton and landed in the waters at Bay City; that Bay City is routinely used as a stopping point for seaplanes crossing over to Oshkosh and other venues. She entertained a motion for approval of the 30 projects presented by Mr. Baker.

Whereupon it was moved by Commissioner Adams, with support from Commissioner Prochazka, to approve the transfer of funds for the 30 projects described by Mr. Baker.
MOTION CARRIED.

The Chair allowed Mr. Baker to proceed with the supplemental transfers.

Mr. Baker identified four supplemental transfers approved since the meeting held March 27, 2008, in accordance with Commission Policy on Supplemental Transfers adopted in January 2001:

Alpena, Alpena County Regional: An increase of fifteen (15) percent in federal/state/local funds has been approved to supplement the original transfer amount for habitat removal, controlling obstruction survey, and hangar area infrastructure improvements. The original project cost (\$1,460,000) has been increased by \$219,000, bringing the total project cost to \$1,679,000.

Flint, Bishop International: An increase of fifteen (15) percent in federal/state/local funds has been approved to supplement the original transfer amount for obstruction removal and electrical upgrades. The original project cost (\$225,000) has been increased by \$33,750, bringing the total

project cost to \$258,750.

Holland, Tulip City: An increase of fifteen (15) percent in federal/state/local funds has been approved to supplement the original transfer amount for runway and taxiway modifications for the east end, including new taxiway lighting; MALSR replacement for runway 26; and the blast pad for runway 8. The original project cost (\$2,229,895) has been increased by \$334,484, bringing the total project cost to \$2,564,379.

Menominee, Menominee-Marinette Twin County: An increase of fifteen (15) percent in federal/state/local funds has been approved to supplement the original transfer amount for habitat removal, controlling obstruction survey, and hangar area infrastructure improvements. The original project cost (\$157,895) has been increased by \$23,684, bringing the total project cost to \$181,579.

No official action is required on the supplemental transfers.

With no questions forthcoming, the Chairman summarized previous discussions regarding the proposed construction of an airport in Paradise Township. In January, the Commissioners tabled action on a proposal brought before them and allow for additional review by the Department of Natural Resources. She called on Commissioner Fedewa for an update on the status of negotiations regarding the proposed airport.

II. DISCUSSION

A. Paradise Township

Prior to the meeting, packets of material, including a letter dated May 28, 2008, were distributed to the Commissioners for their consideration. Commissioner Fedewa outlined the concerns of the DNR regarding the land under consideration as a proposed airport location. He advised that under the state Fish and Game program and federal assent legislation, land purchased by the DNR must be held in perpetuity for its intended purpose. Otherwise, he said, future federal funds could be put in jeopardy and penalties levied with regard to past funding. The parcel is within a sensitive migratory bird flyway corridor, and this was communicated in a U.S. Department of Interior, Fish and Wildlife Service, letter to the DNR dated January 11, 2005. The DNR, pursuant to verbal agreement with the Commission, reviewed other DNR-managed land in the area which might be considered an alternative to the proposed site, and it was determined that all managed land within the township would have similar constraints. (See supporting documentation.) In April of this year, the DNR met with representatives of the township and conveyed the DNR's position. He cited additional factors; such as compliance with the National Environmental Policy Act regarding the use of federal funds and the FAA's 4(f) licensing standards. He advised that the DNR does not support the proposed location and suggests examining privately held land as a possible alternative. He added, the amount of the proposed grant falls short of the total costs involved in pursuing an airport at the proposed site.

The Chair thanked Commissioner Fedewa and opened the floor for comments and/or questions.

Commissioner Adams queried whether action was needed to either approve or disapprove the proposed transfer.

Commissioner Fedewa reiterated the DNR's position as it pertains to federal legislation. He advised that other alternatives would need to be pursued to meet the federal requirements and determine the most desirable location. He noted that the analyses have been limited to two locations, sites A and B. The DNR is also against the fragmentation of the state forest and the disruption of habitat. He went on to say that the DNR had made an honest effort to review all viable alternatives and found none. The DNR maintains its opposition to the proposal.

MAC Director Abent observed that it would appear to be incumbent upon the township and their consultant to look at other alternatives; he advised that no action on the Commission's part would be necessary.

Following up, the Chair indicated that the Commission is willing to consider further options; for now, however, the township would need to initiate action in an alternate direction.

Commissioner Fedewa thanked the Commission for its patience in allowing the DNR time to complete its review and discussions with the township.

The Chairman called on Rick Hammond, Airports Administrator, to present the next item.

B. MASP 2008

With the aid of PowerPoint, Mr. Hammond presented a draft of the Michigan Airport System Plan (MASP 2008). His report is paraphrased as follows:

In introductory remarks, Mr. Hammond thanked Mr. Stuart Lindsay of the Planning Bureau for driving the document to completion. The *MASP 2008* will be used as a planning tool in the programming of capital improvement projects at Michigan's public-use airports.

Almost all public-use airports in the state are locally-owned facilities whose primary funding source is the federal government. While the state sits squarely in the middle of the process, it is incumbent on the state to look at the system as a whole and how it serves the people of the State of Michigan to make sure that community needs are being met through their local airports.

Mr. Hammond thanked the various members of the steering committee, including Commissioner Collins, who chaired the committee.

The MASP 2008 represents an update of the concepts first developed in the 2000 system plan and provides a unique and valuable programming tool for the development of Michigan's public-use airports. Staff looks first at system goals. Airports should serve population centers, business centers, tourism and convention centers, provide access to the general population, land area coverage, regional capacity, and serve seasonally isolated areas (predominately islands). From the system perspective, airports are broken down into three tiers. Tier 1 airports are the primary airports that serve the above-mentioned activity centers; Tier 2 airports complement the services in those areas; and Tier 3 airports are all other airports. Staff looks at facility goals for each airport and assigns goals as they relate to the primary runway system, pavement conditions, all-weather access, year-round operations, pilot and aircraft services, appropriate zoning, instrument approaches, and surface access. In summary, the process goes from looking at the systems, to identifying the primary airports, to the facilities that should be developed on those airports. This approach has served the department well and will be continued utilizing this document.

New items included in the latest document speak to emerging technologies, security, and pavement maintenance. Supporting documentation and appendices to the *MASP 2008* will be included in the final draft.

Mr. Hammond encouraged the Commissioners to review the draft and provide feedback. A final document will be presented to the Commission for its approval and signature in July.

Director Abent thanked Mr. Hammond, Mr. Lindsay, and their staff, for their efforts over

the past few months.

At the Chair's suggestion, the audience applauded the efforts of all involved in the *MASP 2008*.

There being no questions of Mr. Hammond, the Chair opened the floor for public comment. Pursuant to an advance request, she called on Lee Scherwitz, Manager of the Southwest Michigan Regional Airport in Benton Harbor.

IV. PUBLIC COMMENT

With the aid of PowerPoint, Mr. Scherwitz briefed the Commission on an upcoming event: "*Lest We Forget*" -- A World War II Re-enactment, an event two years in the making.

Lest We Forget, he advised, is an attempt to recapture the World War II experience before all the World War II veterans have passed on. Over 400 actors are committed to participate. The event will highlight both the Pacific Island and European Wars. The Yankee Air Museum will be providing vintage aircraft for this event and will offer rides, with proceeds going toward the museum's rebuilding efforts. Mr. Scherwitz proceeded to outline the activities scheduled each day during this June 20-22, 2008 event. The World War II reenactment is just one in a series of educational programs. Next year, the airport and the community will focus on the Korean War; followed by Viet Nam, the year after. He distributed flyers detailing the many events scheduled in Benton Harbor in June of this year and invited all to attend.

Mr. Scherwitz continued with a second issue; that of the lack of movement of the Capital Outlay bill in the Michigan legislature. The bill to authorize distribution of funding for airport improvement projects has been bogged down since last fall. He advised that the day previous, the Senate had separated out and passed a separate aviation bill and sent it on to the House for approval. Funding for aviation has been tied up with that of colleges and universities. Mr. Scherwitz reported that the Southwest Michigan Regional Airport has been working on a runway safety project for the past 14 years; that the delay in funding may cause that project to be delayed. He noted that many other airports are similarly affected.

The Chair called on Dan Otto, Director of Planning and Development, Capital Region International Airport. Mr. Otto echoed the statements of Mr. Scherwitz. He stated that the lack of a Capital Outlay bill is directly affecting the airport. Federal funding is to be used to complete a runway extension project begun in 2005. Contractors are unable to proceed without funding approval. He urged the Commission to make every effort to see that action is taken as quickly as possible.

Brian Picardit, Finance Director, Gerald R. Ford International, spoke on behalf of all airports in his role as second vice president of the Michigan Association of Airport Executives. He advised that all airports are being affected by the impasse in the legislature; that construction projects are being held up and there may not be enough time left to complete them. He stated that everything should be done to ensure passage of this legislation.

The Chair thanked the airport managers for their input. She noted that almost all funding transfers approved since the January meeting have relied on 2008 capital outlay funding. She added her hope that the construction season would not be lost entirely.

There being no further public comment, the Chair called on MAC Director Rob Abent for his “director’s report.”

V. REPORTS

MAC Director’s Report

Preliminary to his report, MAC Director Abent welcomed Mr. Bill Blake, AOPA regional representative, from Peoria, Illinois. He proceeded through a series of slides on various topics:

Mr. Abent reported that a recent check on progress of the Capital Outlay budget for 2008 disclosed that the bill is still being discussed in the House. The Senate has passed its own version of a bill that would separate out airport funding from colleges and universities. The bureau will continue to monitor activity on this legislation. MDOT’s operating budget for 2009 has moved out of the Senate and will become effective October 1st. It includes aeronautics projects for FY 2009. The department is hopeful that this legislation will withstand any challenges.

At the end of June, the current federal reauthorization expires. Congress appears to be deadlocked. The bureau is currently working under an extension. It is anticipated that another continuing resolution will be forthcoming. The department and the bureau stand ready to proceed as soon as authorization is approved.

Mr. Abent shared slides of a landscaping project that took place on Friday, May 23rd. Individuals from the bureau, with oversight from Heather Clark, took part in the planting of flowers and shrubs and the spreading of mulch. Mr. Abent asked Ms. Clark to stand and be recognized (applause).

He deferred to Tom Krashen, Aviation Specialist, for a report on the May 2008 Teacher’s Workshop.

Mr. Krashen reported that the event was a very fun day for all. The event was held for the first time at the Kalamazoo Air Zoo, and it was an overwhelming success. Mr. Krashen shared slides of this remarkable facility and photos of the day’s activities. He praised the MDOT team of workers who spend close to six months putting the event together. Attendance at the event was slightly less than in previous years, with 126 registered participants. Plans for next year call for the event to be held at the Air Zoo again.

Commissioner Adams indicated that he had been a supporter of the air zoo for some 14 years. He thanked the staff involved in staging this event and praised them for putting on such an

outstanding event.

Chairman Woods also thanked Mr. Krashen, et al, for providing the opportunity to teachers from around the state to carry the messages on aviation back to their classrooms (applause).

The Chair announced that the next regular meeting would be on Wednesday, July 30, 2008, in the 2nd floor Commission Conference Room, beginning at 10:00 a.m. She entertained a motion to adjourn.

It was moved by Commissioner Adams, with support from Commissioner Prochazka, to adjourn the meeting. MOTION CARRIED.

The May 28, 2008 Aeronautics Commission meeting concluded at approximately 11:10 a.m.

Director

Chairman

Dated: _____